

NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF MARINE SAFETY
WASHINGTON, D.C.

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SELENDANG AYU :
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INTERVIEW OF 4TH ENGINEER :
ANUJ SINGHAL :
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An interview in the above entitled matter was held
on Saturday, December 18, 2004, commencing at 9:53 a.m.,
before:

BRIAN CURTIS, NTSB
DARRELL HOWELLS, USCG
CAPTAIN LEW KWOK YUE, IMC

1 FOURTH ENGINEER SINGHAL: I don't remember the
2 time exactly, what was the time, but it was
3 around -- somewhere around, after the lunch, maybe after
4 1:00, I think, and after that we were only waiting for
5 weather to calm down, so that -- so that we can pull out the
6 piston, and change the piston.

7 MR. CURTIS: So, you stopped for some period?

8 FOURTH ENGINEER SINGHAL: Yes, sir.

9 MR. CURTIS: Did the chief tell you, you were
10 going to stop? The second? Who informed you, you were
11 going to stop?

12 FOURTH ENGINEER SINGHAL: I think the chief and
13 second just closed (indiscernible) down self, and because
14 when we took out the cylinder head, it was very difficult to
15 hold it in place, because after tying so many ropes, we were
16 not able to control it, and piston was very long in
17 comparison to that of cylinder head.

18 So, once -- if you will start pulling it out, if
19 you will not be able to control it then it will also damage
20 the cylinder liner. So, I think they're
21 discussing -- informed exactly we will wait for the weather
22 to calm down.

23 MR. CURTIS: When did you start work again?

24 FOURTH ENGINEER SINGHAL: I remember next day
25 morning 9 o'clock I came down, because -- and at that time,

1 I think, they were planning to put wooden logs under the
2 piston, and change the piston ring in place.

3 MR. CURTIS: Had they started before you got
4 there?

5 FOURTH ENGINEER SINGHAL: Yes, they had started
6 already (indiscernible).

7 MR. CURTIS: So, did you do any work on the engine
8 from when you put the head down and latched it down, until
9 the next morning you didn't work on the engine in the
10 meantime?

11 FOURTH ENGINEER SINGHAL: I don't think so.

12 MR. CURTIS: Do you know if anybody else is
13 working?

14 FOURTH ENGINEER SINGHAL: That I don't know, but I
15 was not a part of that.

16 MR. CURTIS: Did you go back in the engine room
17 during that period?

18 FOURTH ENGINEER SINGHAL: Yeah, we were there
19 only, I went back to my cabin somewhere midnight, after
20 midnight. We were waiting for the weather to calm down.

21 MR. CURTIS: Were you standing watches at that
22 point?

23 FOURTH ENGINEER SINGHAL: I don't think so.

24 MR. CURTIS: That's all I have, Captain Lew?

25 CAPTAIN LEW KWOK YUE: No questions.

1 MR. HOWELLS: This is Darrell Howells, give me
2 just a second.

3 CAPTAIN LEW KWOK YUE: This is Captain Lew here,
4 okay. You mentioned you're not keeping watches, but in the
5 engine room there's the oiler present all the time, am I
6 correct?

7 FOURTH ENGINEER SINGHAL: Oiler was there, sir.
8 Oiler was present all the times.

9 CAPTAIN LEW KWOK YUE: Thank you.

10 FOURTH ENGINEER SINGHAL: Even chief engineer, and
11 second engineer were there all the times. I think, myself
12 had gone up, and third engineer had gone up for some
13 (indiscernible) to take some rest.

14 MR. CURTIS: I'm Brian Curtis, again, what time
15 did you go up to take rest?

16 FOURTH ENGINEER SINGHAL: Somewhere after the
17 midnight. I don't remember the time, because on that day,
18 we heard (indiscernible) two hours. So, I was checking
19 (indiscernible).

20 MR. HOWELLS: This is Darrell Howells. Did I
21 understand you to say that you worked until after lunchtime
22 on the 7th?

23 FOURTH ENGINEER SINGHAL: Yes.

24 MR. HOWELLS: Did you have the meal? Did you have
25 that noon meal?

1 FOURTH ENGINEER SINGHAL: I don't think so. I
2 don't remember.

3 MR. HOWELLS: Do you think you worked through the
4 meal, is that --

5 FOURTH ENGINEER SINGHAL: I think it was through
6 the meal.

7 MR. HOWELLS: So, you didn't get to eat that day,
8 okay. Perhaps, okay. So, you left the engine room at
9 lunchtime, maybe a little bit after that day. When you left
10 the engine room, where did you go?

11 FOURTH ENGINEER SINGHAL: I was only walking by,
12 but I never left the engine room. I went up to my cabin
13 after midnight.

14 MR. HOWELLS: Okay.

15 FOURTH ENGINEER SINGHAL: In between, I went for a
16 dinner, I remember, somewhere in the evening.

17 MR. HOWELLS: Okay, I'm sorry, I just don't
18 understand. On the 7th, you worked until about after lunch,
19 is that correct?

20 FOURTH ENGINEER SINGHAL: (Non-verbal response.)

21 MR. HOWELLS: Okay, but you stayed in the engine
22 room, or did you leave?

23 FOURTH ENGINEER SINGHAL: I stayed in the engine
24 room.

25 MR. HOWELLS: Oh, you stayed, okay.

1 FOURTH ENGINEER SINGHAL: Because everybody was
2 there.

3 MR. HOWELLS: Everybody was there?

4 FOURTH ENGINEER SINGHAL: Chief engineer, second
5 engineer, I saw, they were in the control room. So,
6 (indiscernible) the second engineer asked me to go up, I
7 cannot leave.

8 MR. HOWELLS: So, you left the engine room about
9 midnight, approximately?

10 FOURTH ENGINEER SINGHAL: But prior to that I had
11 gone for dinner.

12 MR. HOWELLS: So, you'd --

13 FOURTH ENGINEER SINGHAL: (Indiscernible.)

14 MR. HOWELLS: -- so, you had dinner, okay. Came
15 back down -- what was going on? The head was already
16 latched, is that correct? So, what work were you doing
17 between the time the head was latched and midnight?

18 FOURTH ENGINEER SINGHAL: Nothing.

19 MR. HOWELLS: Okay.

20 FOURTH ENGINEER SINGHAL: I was doing nothing.

21 MR. HOWELLS: Okay.

22 FOURTH ENGINEER SINGHAL: (Indiscernible) for the
23 orders of second engineer.

24 MR. HOWELLS: Got you, okay. My question is, if
25 there was nothing to do, why were you in the engine room?

1 FOURTH ENGINEER SINGHAL: Why I was in the engine
2 room? Is to (indiscernible) on second engineer. If he ask
3 me to leave (indiscernible) I cannot leave the engine room
4 on my own.

5 MR. HOWELLS: I see.

6 FOURTH ENGINEER SINGHAL: Maybe after half an
7 hour, they will start the work, I don't know.

8 MR. HOWELLS: Okay.

9 FOURTH ENGINEER SINGHAL: Because they were decide
10 -- they have to decide what we are going to do.

11 MR. HOWELLS: How was the weather at this time?

12 FOURTH ENGINEER SINGHAL: Weather was very rough.

13 MR. HOWELLS: So, finally, the second engineer let
14 you go about midnight, is that correct?

15 FOURTH ENGINEER SINGHAL: Yes.

16 MR. HOWELLS: Okay, and then you came back down
17 about what time?

18 FOURTH ENGINEER SINGHAL: 9 o'clock, 9 o'clock in
19 the morning next day, and they were working on this unit,
20 number six.

21 MR. HOWELLS: When you left the engine room at
22 midnight, can you tell me what the state of the engine was?
23 Had the rings been clamped?

24 FOURTH ENGINEER SINGHAL: Still nobody has pulled
25 out the piston.

1 MR. HOWELLS: The piston is still --

2 FOURTH ENGINEER SINGHAL: Still in place.

3 MR. HOWELLS: -- in the engine room, okay.

4 FOURTH ENGINEER SINGHAL: Next day, when I came
5 down 9 o'clock, chief engineer, second engineer, they were
6 there to pull out the piston. Next day, 8th morning.

7 MR. HOWELLS: When you left to go to the
8 helicopter, can you tell me at what state the engine was in?

9 FOURTH ENGINEER SINGHAL: The cylinder head was in
10 place, and only two, three nuts we have (indiscernible).
11 Still tightening was left.

12 MR. HOWELLS: Okay, thank you, that's all I have.

13 CAPTAIN LEW KWOK YUE: How long do you reckon you
14 will take to tighten these remaining two, three nuts?

15 FOURTH ENGINEER SINGHAL: Not even a single nut
16 was tightened by that time, only we were putting them in
17 place.

18 CAPTAIN LEW KWOK YUE: So, how long would you think
19 the whole process would take?

20 FOURTH ENGINEER SINGHAL: This completely --

21 CAPTAIN LEW KWOK YUE: Tightening -- tightening the
22 nuts?

23 FOURTH ENGINEER SINGHAL: Only tightening? Maybe
24 one hour more for tightening.

25 CAPTAIN LEW KWOK YUE: And --

1 FOURTH ENGINEER SINGHAL: And putting the
2 connection, maybe two, three hours, because working hands
3 are very less by the time we leave the ship.

4 CAPTAIN LEW KWOK YUE: Okay, thank you.

5 MR. CURTIS: Brian Curtis, just one question,
6 Anuj. To tighten the head nuts, do you use a hydraulic stud
7 extender?

8 CAPTAIN LEW KWOK YUE: In this type of cylinder
9 heads, the hydraulic jack won't (indiscernible). So, only
10 we have to put the hydraulic connections and give it -- give
11 around (indiscernible) and then we can tighten.

12 MR. CURTIS: Just tighten them down, finger tight,
13 and release the pressure?

14 FOURTH ENGINEER SINGHAL: Not finger tight,
15 they're other tools. They were hosing down that so we'd
16 have to (indiscernible) a special tool, and tighten.

17 MR. CURTIS: All right, I guess that's all we
18 have. It's 10:05 a.m., thank you very much, and this
19 concludes the interview.

20 (Whereupon, at 10:05 a.m., the interview was
21 concluded.)

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C E R T I F I C A T E

DEPOSITION SERVICES, INC., hereby certifies that the attached pages represent an accurate transcript of the electronic sound recording of the proceedings of the National Transportation Safety Board Interview regarding the grounding of the Selendang Ayu on December 9, 2004.

INTERVIEW OF FOURTH ENGINEER:

ANUJ SINGHAL

Eve Jemison, Transcriber